

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-9 (Cancelled).

10. (New) In a high-pressure fuel pump (10) for a fuel injection system (56), having a housing (17, 47), having a low-pressure inlet (45), having a supply chamber (31) in which the fuel is compressed, having an intake valve (35) between the supply chamber (31) and the low-pressure inlet (45), a valve member of the intake valve (35) being braced against a piston (13) via a compression spring (43) disposed in the supply chamber (31), and having a high-pressure outlet, the improvement wherein the valve member of the intake valve (35) is embodied as a ball (39).

11. (New) The high-pressure fuel pump of claim 10, further comprising a spring plate (41) between the compression spring (43) and the ball (39).

12. (New) The high-pressure fuel pump of claim 10, wherein the diameter of the ball (39) is less than the diameter of the compression spring (43).

13. (New) The high-pressure fuel pump of claim 11, wherein the diameter of the ball (39) is less than the diameter of the compression spring (43).

14. (New) The high-pressure fuel pump (10) of claim 10, further comprising a sealing seat (37) in the housing (17, 47) and cooperating with the ball (39).

15. (New) The high-pressure fuel pump (10) of claim 11, further comprising a sealing seat (37) in the housing (17, 47) and cooperating with the ball (39).

16. (New) The high-pressure fuel pump of claim 14, wherein the sealing seat (37) has a seat angle ( $\alpha$ ) of between 30° and 150°.

17. (New) The high-pressure fuel pump of claim 15, wherein the sealing seat (37) has a seat angle ( $\alpha$ ) of between 30° and 150°.

18. (New) The high-pressure fuel pump of claim 16, wherein the seat angle ( $\alpha$ ) is about 90°.

19. (New) The high-pressure fuel pump of claim 17, wherein the seat angle ( $\alpha$ ) is about 90°.

20. (New) The high-pressure fuel pump of claim 14, wherein the housing (17, 47) includes a screw (47), which closes off a cylinder bore (15) from outside; and wherein the sealing seat (37) is embodied in a face end (52), toward the supply chamber (31), of the screw (47).

21. (New) The high-pressure fuel pump of claim 15, wherein the housing (17, 47) includes a screw (47), which closes off a cylinder bore (15) from outside; and wherein the sealing seat (37) is embodied in a face end (52), toward the supply chamber (31), of the screw (47).

22. (New) The high-pressure fuel pump of claim 16, wherein the housing (17, 47) includes a screw (47), which closes off a cylinder bore (15) from outside; and wherein the sealing seat (37) is embodied in a face end (52), toward the supply chamber (31), of the screw (47).

23. (New) The high-pressure fuel pump of claim 17, wherein the housing (17, 47) includes a screw (47), which closes off a cylinder bore (15) from outside; and wherein the sealing seat (37) is embodied in a face end (52), toward the supply chamber (31), of the screw (47).

24. (New) The high-pressure fuel pump (10) of claim 20, wherein the screw (47) has a region (50) of reduced diameter; wherein the reduced-diameter region (50) together with the housing (17) defines an annular chamber (51); and wherein the annular chamber (51) communicates hydraulically with the low-pressure inlet (45).

25. (New) The high-pressure fuel pump (10) of claim 22, wherein the screw (47) has a region (50) of reduced diameter; wherein the reduced-diameter region (50) together with the housing (17) defines an annular chamber (51); and wherein the annular chamber (51) communicates hydraulically with the low-pressure inlet (45).

26. (New) A fuel injection system (56), comprising  
a fuel tank (58),  
at least one injection valve (64) which injects the fuel directly into the combustion  
chamber (66) of an internal combustion engine (54),  
at least one high-pressure fuel pump (10), and  
a fuel collection line (62) to which the at least one injection valve (64) is connected,  
the high-pressure fuel pump (10) being embodied in accordance with claim 10.

27. (New) An internal combustion engine (54), having at least one combustion chamber  
(66) into which the fuel is injected directly, by a fuel injection system (56) in accordance with  
claim 26.